

MOTOR RACING

and
ECONOMY CAR NEWS

5th Year - No. 16 Culver City, Calif.

(Published bi-weekly except last issue of calendar year)

June 10 - 17, 1960

25c

BAD NEWS

(Stories on Inside)

Sammy Weiss was killed during practice at Laguna Seca, Monterey, Calif. . .

A 17-year-old boy was killed when Dan Gurney's BRM plowed into the crowd in the Dutch GP at Zandvoort. Gurney suffered minor injuries. . .

Lance Reventlow's FI Scarabs were too slow, and both he and Chuck Daigh failed to qualify for the Monaco GP. . . A Scarab lost a wheel in Dutch GP trials. The cars did nothing. . .

Drake 'Birdcage' Protested

Before the CSCC main event was over at Santa Barbara, May 29, the winning car, the 2.8 "Birdcage" Maserati, was protested.

The protest, lodged by Dick Becker, owner of the Mercedes-Corvette driven by Ken Miles, was for allegedly running fuel. A chemical analysis was to be made.

Stan Sugarman is new owner of the Maser, piloted by Bob Drake.

The Rules Enforcement Committee picked two cars at random for routine teardowns. They were Rene Pellandini's phenomenal AC Bristol, driven by Ronnie Bucknum, and Jay Chamberlain's 1500cc Lotus.

GOOD NEWS

(Stories on Inside)

MOTORACING'S unrelenting campaign finally paid off — the U. S. Grand Prix, held at Sebring, Fla., last December, has been moved to Riverside Intl. Raceway.

Plans are underway for staging a local pro rally with \$1000 guaranteed. It would be held next November. . .

You will be able to stretch out, sip a Pisco Punch and watch the LA SCCA Pomona road races on television (KTTV). Date: June 25.



THROWN OUT of his Ferrari when it smashed into the hay bales, British driver Cliff Allison was seriously injured. The accident happened during time trials for the Monaco Grand Prix at Monte Carlo May 27.

He suffered fractured left arm, concussion and internal injuries. The race was won by Stirling Moss in a Lotus. Other photos and story by Henry N. Manney III on Page 3.

Another One For Drake in Maserati

BY W.R.C. SHEDENHELM
MOTORACING Staff Writer

SANTA BARBARA, Calif. May 29—Bob Drake, the flying restaurateur, drove his 2.9 liter Type 61 "Birdcage" Maserati to another win today in the 20-lap, 44-mile main event at the Goleta airport circuit. Drake broke the existing lap record twice in beating the Corvette powered D-Jag of Bill Krause.

Max Balchowsky's old lap record of 1:38.9 fell first to Krause, who turned the 3rd lap at a blistering 1:30, then fell to Drake with two

successive laps at 1:37. Drake averaged 80.5mph for the race.

Balchowsky placed 3rd in both days' main event in the sleek Ole Yellar Mk. II, with Ken Miles placing 2nd in yesterday's race in the Becker Corvette-Mercedes. Today, Miles held the 3rd spot for half of the 20-lap main, then pitted with a broken pinion gear. Becker later protested Drake, claiming he must have been using fuel. Tests at the scene showed no indication of fuel additives.

Drake won at Vaca Valley and Phoenix earlier this year.



BOB DRAKE

Some 18,000 race fans lined the 9-turn, 2.2-mile airport circuit today to see Krause blast into the lead off the starting grid, closely followed by Miles, Drake and Balchowsky. Drake got by Miles on the 5th lap, then out-accelerated Krause down the back straight on the 10th, setting the new course record in the process.

Jay Chamberlain, North Hollywood auto dealer, won the small-bore main in his 1500cc Lotus Mk. XV, more than half a minute ahead of the Class G Lotus of Don

Maslin and the Lola 1100 of Art O'Connor, Jack McAfee, who won yesterday's event, raced with the big-bore cars today, placing 8th overall and 1st in class E. Frank Monise, always a Lotus hot-shoe, lasted less than a lap yesterday, when he bent a clutch finger, and less than 2 laps today, when he blew an oil line.

Lotus Crashes

David Kyte, of Santa Barbara, skidded his Lotus into the oft-barely-missed telegraph pole coming out of turn 3, moved back 10

(Continued on Page 6)

Denver Races June 25-26

DENVER, June 9—Famed for its world's first compact car race last November, Sid Langsam's Continental Divide Raceways near here will stage the United States' first professional Formula Junior races during the USAC-FIA international sports car races on June 25-26.

Formula Junior racing cars will battle for \$1000 in a 27-mile feature.

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Races Set At Santa Maria

The Calif. Sports Car Club will stage a hillclimb Sunday, June 19, on Mission Bell Hill, four miles east of Oceanside on route 76, and road races at Santa Maria on July 2-3.

The Santa Maria course is 2.1 miles and is not the one used some years ago by LA SCCA. Nineteen races, including Grand Prix bikes, are slated both days.

Brabham 1st as Boy Dies at Zandvoort



JACK BRABHAM

ZANDVOORT, the Netherlands, June 6—A crowd of 100,000 fans today saw Australian Jack Brabham win the Dutch Grand Prix in a Cooper. The world champion won the 196-mile race over a 2.5-mile course by 25 seconds over Innes Ireland, who drove a Lotus. The race was marred by the death of a 17-year-old boy who was killed when Dan Gurney, of Riverside, Calif., plowed his BRM into the crowd. Gurney's car overturned. Another spectator also was injured. Gurney received minor injuries.

Gurney's brakes either failed or locked. The driver failed to negotiate a hairpin turn and hit the crowd.

Graham Hill was third in a BRM, 30 seconds behind Ireland. Stirling Moss, in a Lotus, took fourth, after he was forced to pit. Ferraris driven by Count Wolfgang von Trips and Richie Ginther took fifth and sixth, respectively.

Only eight cars finished and four were lapped at least once. There were 17 cars in the field.

Moss trailed Brabham closely for 17 of the 75 laps. Moss hit a piece of pavement thrown by Brabham's car and the Lotus split a front tire. He pitted for almost

(Continued on Page 3)



SAMMY WEISS

Weiss Dies In Crash

MONTEREY, Calif., June 5 — Northern California's No. 1 driver, Sammy Weiss, 36, Sacramento car dealer, was killed here yesterday during practice for the SF SCCA races at Laguna Seca when his 2-liter Cooper-Monaco left the course at turn 4 and overturned.

The feature race today was won by Ken Miles in a Porsche RS-60 when Bob Drake developed trou-

At presstime, SF SCCA had received widespread criticism for passing the Sammy Weiss Cooper - Monaco in three No. Calif. races without a protective roll-bar.

ble only three laps from the finish. Drake, the leader throughout in a 2.8 "Birdcage" Maserati, was second, 12 seconds behind in the 45-minute race for modified cars over 1100cc.

The consensus of drivers on the (Continued on Page 7)

Sebring FI GP Shifted to Riverside

(Related Story Page 2)
By GUS V. VIGNOLLE

Convinced that Sebring, Fla., was anything but the right locale for a Grand Prix race, Promoter Alec Ulmann was in Los Angeles last week and made a deal to switch the 1960 U. S. race to Riverside Intl. Raceway.

The U. S. Grand Prix, on the calendar for Dec. 10, will still be an Ulmann promotion. He will request from FIA that it be moved up to Nov. 27 to avoid conflict with a pro football game; also better weather and not as close to Christmas.

Ulmann's first race for Formula 1 cars last December was a financial flop, despite the fact that the top European factory name drivers were on hand.

The race — in the middle of nowhere — drew between 10 and 15,000 paid fans, it was estimated. Ulmann, who had a deal with an oil company which provided most of the cash for prizes and other expenses, did not announce the paid attendance.

Just what will be the cut for Riverside, for him and for the drivers later this year was not divulged. He met here with Roy G. Lewis, Dean Mears and Steve Mason, operators of the 3.275- (Continued on Page 2)



ALEC ULMANN

Vignettes

By Gus V. Vignolle

- SAMMY WEISS
- SEBRING FOLDS
- RACES ON TV

All my life I have disliked fraternizing with the people I write about. Reason: it's tough to rap 'em when they foul up.

One exception: Sammy Weiss. More than once when he boomed to L.A. from Sacramento, he'd call up two people — Lester Nehamkin, the photographer, and yours truly.

"Come on," Sammy would say, "park your troubles and let's go out and bounce around."

We did. We hit the girlie shows. We had a few belts. Sammy never got out of line. He just sat back and puffed on that big cigar.

He just relaxed. He said he never wanted to do a thing that would embarrass his wife and children. "Let's just have a jolt and some fun," Sammy used to say.

Then he'd go back to Sacramento and we'd never see him until the next race came around. Then he was all business. All he wanted to do was win. It seemed nothing else mattered.

HE TRIED HARD

When someone has gone out with the ebb, it's easy to say nice things. But Sammy was one of the fiercest competitors we have

(Continued on Page 3)

In the News

HANSGEN WINS

BRIDGEHAMPTON, L. I., May 29—Walt Hansgen of Westfield, N. J., drove his "Birdcage" Maserati to victory today in the 50-mile Bridgehampton Cup race.

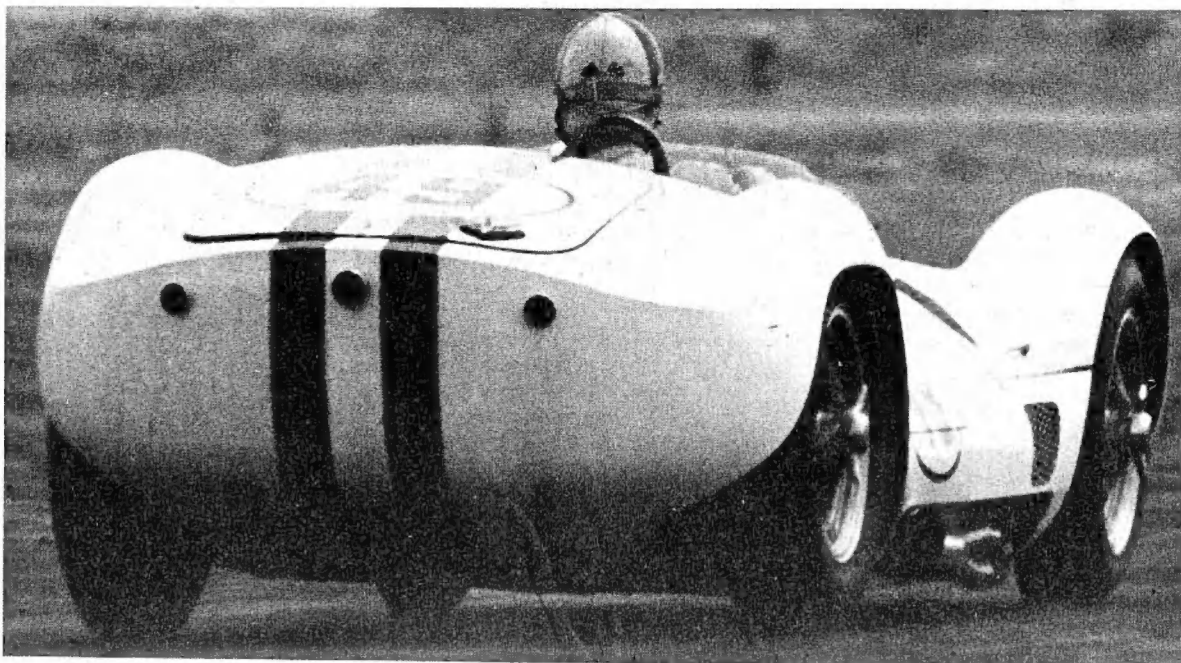
He won the sports-car trophy for the fourth straight year.

Hansgen got off to a slow start as the Chevrolet-powered "Stingray" of Dr. Dick Thompson of Washington, D.C., beat him to the first turn. But by the end of the first lap, Hansgen had his Maserati in front. At the finish he was almost a minute ahead of Thompson's car. Another "Birdcage", driven by Gaston Andrey of Newton, Conn., was third.

Roger Penske of Villanova, Pa., the winner of a 300-mile race in Canada last night, pressed the leaders early in the race with his Porsche R. S. K. But the fast pace told on the 23-year-old Pennsylvanian and he wound up fourth.

Charles Kolb of Silver Springs, Md., drove an Elva to an easy victory in a 50-mile race for Formula Junior cars.

Kolb took the lead after the first lap and gradually increased it. He finished 11 seconds ahead of a Lotus driven by Tim Mayer of Branford, Conn. Hansgen was third (Continued on Page 7)



COMPETITOR'S VIEW — This angle of the 2.8 Tipo 61 "Birdcage" Maserati, driven by Bob Drake, has been most conspicuous to rivals in West Coast races this year. Here,

Drake booms through turn 8 on way to victory at Santa Barbara. Other photos on Page 5. (Photo by Bill Norcross)

Letters to Motoracing

DOESN'T MAKE SENSE

I'd like your comments, and those of your driving readers, on the matter of the Cal Club's so-called Production Car Main Events.

We're just back from the swinging Santa Barbara weekend, and that P.C.M.E. is still fresh in mind. The club has taken to running the Class D, E, F, G, H, and I Production cars all together in the same hassle. In round figures, 35 cars started the Sunday race. AC Bristols and Porsche Carreras up front, Sprites and us pore lone-some Fiat-Abarths playing Tail End Charlie, and away we go. For the H and I cars, a lot of the G's, and a few of the F's, it was a matter of tuck in your head and try to stay out of the way. For the D's and E's—bless 'em—their biggest problem was trying to make a race out of it, without running over the small cars. I would say the word was 'ridiculous' for the whole affair.

I'll venture that Jay Hills, Pete Kunkle, Ronnie Bucknum, Ed Barker, and the like are not any more pleased at the thought of more D, E, F, G, H, I races than are the Abarth and Sprite pushers. This kind of a set-up wasn't necessary on Saturday, either at Santa Barbara or at Willow Springs. I wonder why it was on Sunday?

I asked this of a Cal Club leading light, after Sunday's "race." I got a very enlightening answer. To wit: "If you're scared, you shouldn't be out there." Gus, I invite you to check my record with both clubs this year, as well as the MOTORACING point standings, I think that's enough answer for that gentleman.

There's still supposed to be a certain amount of fun left in Production Car racing, I think. Mixing the 100 and 130 mph cars, on a relatively squirrely track, doesn't add to it—for any driver involved. I don't think the Cal Club intends the same fate for the small production cars as was handed the sedans—but I may be wrong. If that's the answer, I wish they'd let us know. It would save us a lot of loot that goes to preparation and entry fees. Oh, incidentally, the Sprites and Abarths pay exactly the same entry fee as do the rest of the cars I think.

Anyway, Gus they say a little action is better than none at all, even if it's in the wrong direction. Best regards to you, and keep slugging.

HUD STEPHENSON
Hollywood 28, Calif.

SOME DO, SOME DON'T

As you are no doubt aware the SCCA National Rally Board requests the organizers of the several National Rallies to inform you of results as these events take place.

In my capacity as Secretary of the Board I am glad to pass along our appreciation of the courtesy of your columns in publicizing these events and the results as they may be made available to you.

In this connection I am personally aware that the recent Rally staged by the Washington DC region of SCCA forwarded the results of their event occurring last weekend. I am wondering whether the other Regions — Dallas; Arizona Border; Detroit and San Francisco followed through on our request and supplied you with suitable data on their results.

Whenever convenient, I would appreciate your comments.

ROBERT RIDGES
Secretary, Rally Board
SCCA
Westport, Conn.

BIG DENVER RACES

We could use some more entries from California for our big pro Formula Junior race and USAC-FIA international sports car races at Continental Divide Raceways, near Denver, June 25-26. Any help that you can give us will be greatly appreciated.

We never miss a word in MOTORACING and certainly appreciate the many nice words you wrote about us in your most recent issue.

RAY LAVELY
General Manager
Continental Divide Raceways
Denver 4.

LIMPING HORSE

It pleased me very much to read that Riverside Raceway painted out all mention of that oil company. When will the Cal Club and L.A. SCCA ever get wise to themselves and make a deal with a company that will provide fuel free in exchange for all those plugs?

At Laguna Seca last week, Richfield Oil DONATED the gas!

And you are 100% right about the alleged ban on advertising, yet the two clubs allow the oil company decals all over the race cars. No advertising! Who do they think they're kidding, anyway.

SAM L. KHOURY
Los Angeles 5.

SPORTS CAR GO-BY

As we were coming home from Sacramento, Jean's Porsche broke down on the Riverside freeway. He tried to fix it but for some reason the motor had frozen. We sat there for about 20 minutes, with sports cars going by. Finally a Detroit car stopped. Two of the nicest young men asked if they could help. They couldn't but they drove my husband to the nearest phone, about four miles away, waited while he called my brother and brought him back. They stayed until my brother came to pull us off.

They are members of the Saracens Car Club of So. Calif. sponsored by the Brea Police Dept.

Incidentally, four Porsches, five VWs, two MGs went by while Jean was gone. I used to be real proud to drive an imported car as I felt so safe if ever I was out alone and my car broke down. Don't think I would try to do it now when I see that none stop. Please try and give these boys' club a plug.

RUSTY ODDOUS
Valley Center, Calif.

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AND
ECONOMY CAR NEWS

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Adios, Sebring, Adios!
MOTORACING
Dec. 11-18, 1959
Vignettes
By Gus V. Vignolle
• U.S. GRAND PRIX
• ADIOS, SEBRING
• CHARITY'S CUT

SEBRING, Fla., Dec. 12 — What does a rube from the Far West think of Grand Prix racing in general, the first US Grand Prix here in particular, the future of this sport in America, etc., etc.?

Well, draw up a chair and I'll give you some glittering cadenzas.

First of all, get racing out of this little town, which is in the middle of nowhere. The foreign press turnout to this race was fantastic. I talked to a great many veteran motoring writers from all over the world. Unanimously, they could not fathom this Sebring bit. I can only surmise that Alex Ullman, the race promoter, owns a lot of...

MOTORACING
May 27 - June 3, 1960
Vignettes
By Gus V. Vignolle
• FI FURORE
• PORSCHE'S VIEW
• ADIOS, SEBRING

DEAR OLD SEBRING
All of this writer's harpoons at that dump-of-dumps, Sebring, have not been for naught. Brother, get a load of this—there may be no more Sebring. Hallelujah!

Writes my good amigo, Steve Da Costa, technical editor of CAR LIFE in NY: "Hope to see you at Riverside for the Grand Prix late in the year. Looks like your Sebring blasts took hold!"

To tell you the truth, both Dean Mears and Steve Mason have indicated they indeed would be surprised if the second US Grand Prix for FI cars does NOT wind up at Riverside.

The simple clowns who ignorantly had upheld the Sebring cause should take note!

Sebring Shift
(Continued from Page 1)

mile Riverside road course, and their attorneys.

MOTORACING has been the prime campaigner to move both the GP and the 12-hour sports car enduro, held in the spring of the year, out of Sebring. The 12-hour race is still slated for the Florida town, but efforts are being made to bring that one out here, too.

MOTORACING
Jan. 8-15, 1960
EDITORIAL
Let's Get Out of Sebring

It is strictly sub-zero so are its "hotels," eateries and most of its lousy inhabitants.

The most important sports car race in America has been held at Sebring over a lousy airport course. And last month, the first U. S. Grand Prix was held in the same lousy town and over the same lousy circuit.

The townfolk, however, show no indication of moving their simpletons. We told you in the last issue of MOTORACING how cunts."

If some of the other motoring publications in this country weren't so macaroni-spined, they'd pick up the cudgel to get big-time road racing out of Sebring.

MOTORACING has been the leader in this campaign. It is heartening to see AUTOSPORT lend a hand.

Now about some of the other motoring publications in this country...

FLASH- And Now It's Definite!

Sebring Race May Shift to Riverside
MIAMI, Fla., May 27 (AP) — The Miami News said today financial failure of the 1959 United States Grand Prix Formula One race will cost Sebring a chance to hold the event again.

Alex Ullman, Sebring racing director, was quoted as saying he was pulling the famed international race out of Sebring.

"I am not yet ready to say where I will hold the race, but it will not be in Sebring," Ullman was quoted.

"Southern California appears the logical spot for it," Riverside, near Los Angeles, is a possible site.

"The Grand Prix is more exciting on a narrow, difficult circuit than it was at Sebring," Ullman was quoted as saying. "In addition, there would be more people to draw from and I could hold the race there on a Sunday instead of a Saturday."

The 1960 Grand Prix currently is scheduled for Dec. 10. It likely will be moved up to Dec. 11. Ullman would continue to hold the annual 12-hour race at Sebring.

BUT OUR POCKETBOOKS ARE!
"People aren't getting any smaller and I don't believe our cars will either."—William C. Newberg, Chrysler Corp. president, when queried on reports that midget cars would soon be produced in this country.

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Vignettes

BY GUS V. VIGNOLLE
NO ADVERTISING,
SAYS LA SCCA

(Continued from Page 1)

ever known. We used to study him somewhat intensively when he tried to brush off a coming race. He tried to impress you that winning was unimportant, but, inwardly, nothing was further from his mind. He would compromise for nothing less than victory.

That was Sammy Weiss. Proof of the pudding — Sammy died in a practice spin, not in a race. He wanted to set a course record at Laguna Seca. He wanted the pole position ahead of Bob Drake in the "Birdcage" Maserati. Sammy Weiss tried awfully hard. He tried too hard. He died trying. That's the kind of a guy Sammy Weiss was.

I, personally, will miss him.

WHAT HISTORY?

The Great Fromage of the LA SCCA should know that history is not being made when the Pomona races are televised June 25. We were on personally when Lute Mason televised the races on Ch. 8 in San Diego (Geo. Cary event) three years ago, and then Bill Welsh was on TV with a road race program two years ago at Riverside.

SOME FAST SHOTS — The Cal Club had a timely story and photo by Tom O'Connor on, spectator scaffolds, in its Santa Barbara race program as witness what happened the next day at Indy. This should serve as a warning to Riverside Raceway. If the scaffolding at turn 6 ever topples, it will land right smack in the middle of the oncoming cars.

From the April 29 issue of **MOTORACING**: "Overheard: I doubt if the Scarabs'll even qualify at Monaco." And that's just what happened in the first bid of the cars to qualify in a European Grand Prix recently at Monaco.

Said United Press Int'l: "Reventlow, regarded in Monte Carlo as something of a dilettante driver, drove one of the cars and finished last in 1m48.5s, a full 9.3 seconds behind Stirling Moss' best time."

Chuck Daigh, in another Scarab, give it everything, but abandoned at the fatal SSS-bend, coming out of the Monte Carlo tunnel, where he hit a straw bale.

MOSS HELPS

After Moss tried to help the American car make a better time, Moss said the Scarab was too rigid on the curves of the tight circuit. Lance added: "We worked all night to try to make them more supple, but it was too late."

Months ago we said in this space that Ferrari, in view of the Cooper-Climax successes, might come out with a rear-engined car. And that's what he had at Monaco. . . . San Francisco Examiner had a smashing road race special for the Laguna Seca races to drum up interest for its October races. Jerry Diamond of that Snapper-Wrapper said they'd have to get 30,000 fans there just to break even. . . .

Joe Scalzo rightly points out that one of Sammy Weiss' most remarkable drives was at Sebring in '58 when he brought his 1100cc Lotus into fourth place at the end of 12 hours. "In fact," said Joe, "this performance might qualify as one of THE outstanding drives ever turned in at Sebring. . . . almost as impressive as the Moss-Lloyd victory in 1954."

Best drive by a sports car driver at Indy was turned in by Lloyd Ruby of Houston. He took seventh, won \$7900. . . . And Maury Powell points out that both Indy winner Dick Rathmann and Rodger Ward used a new piston developed by Art Sparks of Forgedtrue Piston Co. They are made of a special thorium-alloy that saves 11 to 12 ounces per piston. The weight-saving permitted the car to go deeper into the turns and there was less drag. Sparks originally did some work for the Porsches.

PAYOLA TO MOTORACING

In order to keep the record straight and clue everybody in, **MOTORACING** hereafter will include in this space just how juicy the benefits are in the Payola Dept. Here's the way it went in the last fortnight:

From Sports Car Racing Assn. of Monterey Peninsula (SCRAMF) — 2 days' rent at Casa Munras to cover Laguna Seca races, \$24.

From SF SCCA-Mark Thomas Inn — 2 alcoholic drinks (fairly potent).

From John Lamb Agency (Jeri & Jim Cardwell) at the Outrigger — 2 alcoholic drinks (fairly potent), NY steak dinner (\$4.50).

From SF SCCA — 1 box lunch at Laguna Seca races.

From John Green Corp. — Use of a Renault Dauphine.

From 3 book publishers — 1960 Monza Yearbook, Sports Car Rallies, Trials & Gymkhanas, and The Ferrari Yearbook.

(Keep track of the take in this space)

Public relations at the Laguna Seca races were excellent, thanks to Jeri and Jim Cardwell, Bill Finefrock and Don Bice. . . . A sensation at those races was Rene Pellandini's AC Bristol, driven by Ronnie Bucknum and prepared by Stu Haggart. The car belted the Corvettes and won both days. Out of 12 events, the AC has won 10, placed second once and was a DNF once, when the clutch broke. Bravo!

IN THE FOLD

The British have acquiesced to a compromise solution on the new Formula 1 for 1961. They have accepted the 990-pound minimum. This compromise was originally extended to the British last April when they threatened to rebel against the lighter weights prescribed by FIA. The compromise figure is 110 pounds lighter than the 1100-pound minimum originally accepted in the fall of 1958. . . .

LA SCCA says absolutely no advertising on cars for the Pomona races. It will be very interesting indeed to see if that includes the decals of that oil company. If that ain't advertising I don't know what is! . . . The crowd is certainly kept well informed on what's going on at Laguna Seca, thanks to the reports from turn 2 and between 6 and 7 by Larry Albedi, Earl Callicutt, T. C. Browne, Jerry Smith, Bob O'Brien and Murray Jewel.

Brabham Wins

(Continued from Page 1)

three minutes, but came back like a demon to pass car after car and finally finish fourth. Moss lapped steadily at more than 100mph. He finished a second behind Graham Hill.

Phil Hill's Ferrari broke down.

PABST SCORES

CHICAGO, May 29 — Augie Pasbst Jr. of Milwaukee, driving a Scarab, averaged 83.2 miles an hour today and won the 100-mile feature race at the Meadowdale Raceway in suburban Carpentersville.

Pabst covered the 32 laps in 1 hour 15 minutes.

Second was Harry Heuer of Chicago, followed by John Haas of Lake Forest, Ill.; Ken Thurston, Libertyville, Ill., and Bruce Schatt-schnieder, West Allis, Wis.

Joe Davis of Madison, Wis., won the 50-mile race with an average speed of 68.8 miles an hour. He was followed by Dave McKee of Madison, Wis., and George Ferwell of Chicago. Attendance was announced as 27,800.

JAGUAR EXPANDS

LONDON, May 27 — Jaguar Car Co. bought out Daimlers, one of Britain's oldest and best-known car firms. The price was not disclosed. Jaguar said the take-over will enable it to boost production of fast sports cars.

It's Moss at Monaco



STIRLING MOSS drives a rear-engined Lotus to victory in the Monaco Grand Prix, averaging 67.1mph for the 195-mile

race. Here, the Briton swoops down by the Mirabeau. (MOTORACING photo by Henry N. Manney III)

New Lotus Winner; P. Hill 3rd

BY HENRY N. MANNEY III
MOTORACING Staff Writer

MONTE CARLO, Monaco, May 29—The 1960 running of the Grand Prix of Monaco proved to be another lucky day for Stirling Moss in his new Lotus. . . . or more properly Rob. Walker's Lotus. . . . after his win (with Dan Gurney) at the Nurburgring the week before. Only four cars actually finished out of 16 starters, although as is the custom in Monte Carlo, the prize list went down to some of those who had completed as little as 56 laps out of the hundred. The determined fellows after Moss were Bruce McLaren (Cooper), Phil Hill (Ferrari) and Tony Brooks (Cooper) in that order. No records were broken as rain slowed everybody down, which makes it even more puzzling that there was so much mechanical mayhem.

Moss averaged 67.1mph for the 195-mile race, and finished 52 seconds ahead of McLaren.

The Scarabs, having travelled all that way, unfortunately didn't quite go quickly enough to get in the fastest 16 of the 23 entries; Moss took one around just for fun and improved its time some 5 seconds, but as it turned out everyone who did show up on the grid was inside last year's race record (by Brabham), so what chance has a good clean-cut American kid got?

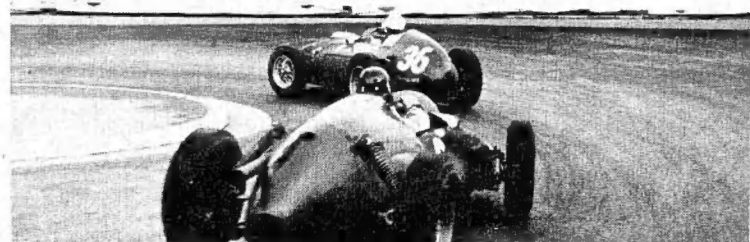
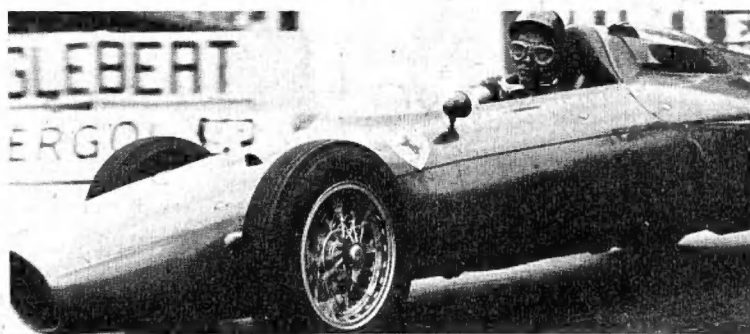
Moss On Pole

Moss, one almost says of course, was on the pole with Brabham's Cooper and Bonnier's rear-engined BRM alongside him but when the flag dropped on this gray and lowering Sunday, it was the bearded Swede who was first into the hairpin and led off down the straight, Stirling being understandably goosey about busted transmissions and/or rear ends after his performance last year. Indeed, Brabham's Cooper was sandwiched in between the BRM and the Lotus, these three chargers separating themselves from another bunch led by Tony Brooks and Chris Bristow in Yeoman Credit Cooper-Climaxes (roughly as if B of A sponsored a racing team), Phil Hill's Dino Ferrari, Ireland's Lotus, Graham Hill's BRM, and Trips' Ferrari, followed by what in racing circles has come to be known as The Rest.

Ginther Trails

Right off the bat Ferrari fortunes, which had already suffered after Allison crashed his Dino at the chicane during Friday practice, doing himself considerable harm, fell still further when Trips drop-

(Continued on Page 6)



AT MONTE CARLO—Top: Richie Ginther, new Ferrari factory driver, in new rear-engined model; Center: Graham Hill (BRM) follows Phil Hill (Ferrari) into the Station hairpin; Bottom: In latter stages, Phil Hill and Bruce McLaren (Cooper) had a bitter duel for 2nd. If you look closely, you can see that the Cooper is lurking just behind and that it's not a six-wheeled Ferrari. (MOTORACING photos by Henry N. Manney III)

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VACATION AND RACING PACKAGE

IN COOL, COLORFUL COLORADO

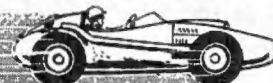
Whether you are competing or spectating—thrill to a Colorado vacation—and racing at the world's newest major speedway (one of the finest)—and famed Pikes Peak.

- USAC International Sports Car Races . June 25 - 26
- National Invitational Drag Races July 2 - 3
- Pikes Peak Hill Climb July 4
- SCCA National Sports Car Races July 16 - 17

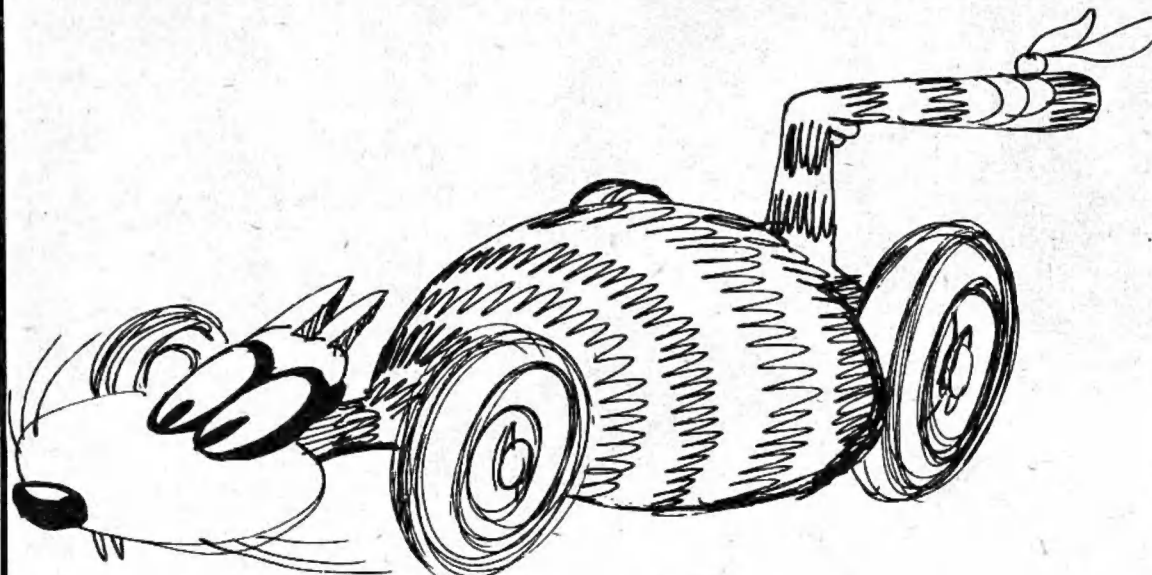
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For full information call or write Ray Lavely, General Mgr., Continental Divide Raceways—1321 Bannock Street, Denver 4, Colorado. AMherst 6-0339.

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THE DAFFY WORLD OF STAN MOTT



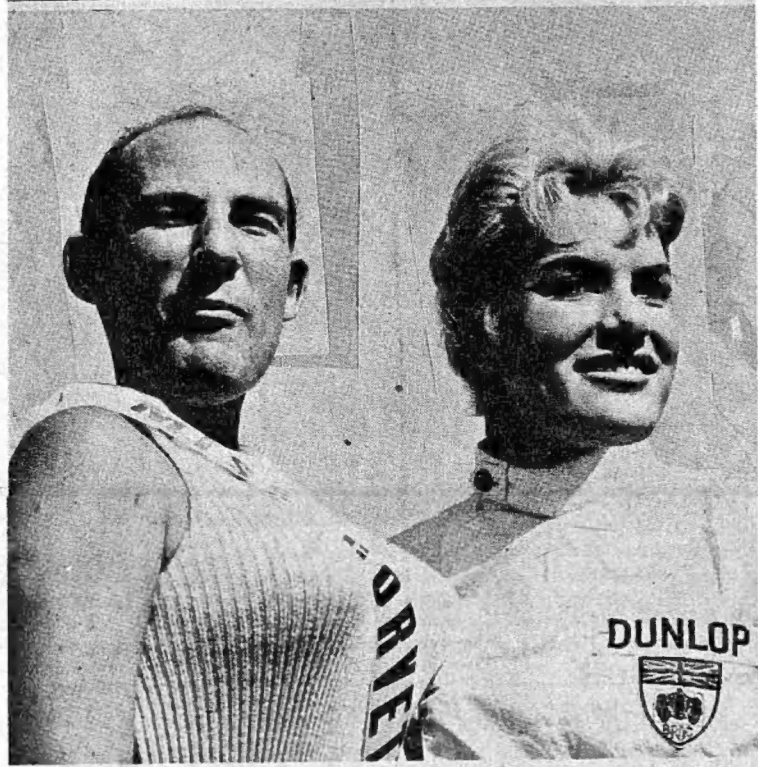
MOTOR RACING

and
ECONOMY CAR NEWS

th Year - No. 13 Culver City, Calif.

April 29-May 6, 1960

Published bi-weekly except last issue of calendar year



The best-known cartoonist in the U.S. who portrays the sports car and road racing scene humorously is Stan Mott, formerly of Manhattan Beach and now of New York City.

The Gotham hayshakers are bound to discover him. That's why Mott went to NY — to be discovered by publishers who count.

Stan's work has appeared in **MOTORACING** for several years. His cover cartoon of the big Riverside race in which Lance Reventlow blew his cork and got into a beef with a USAC official, drew praise all over the country.

Last week the mail brought what you see above and at left — both products of Stan Mott's fertile imagination.

W. R. C. Shedenhelm, **MOTORACING** columnist, had written that from the top view his pregnant cat looked like a Squalo Ferrari with the side tanks. Above is the way Mott envisioned it. He titled it the Squalo Kitty Cat, postscripting: "I think this is the funniest thing W. R. C. has ever written."

Remember the cover photo three issues ago — Moss and the vastly-endowed young lady? Look at it now at left. Only Mott could effect such a magnificent transformation!

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



AT SANTA BARBARA we were talking to a well-known Corvette driver and asking him why he wasn't entered in the big race on Sunday.

"Strictly doctor's orders," he assured us. "I have a strep throat and the nitro fumes would make it worse."

"But you generally lead the race," we countered.

"I know," he chuckled, "but what happens when I start lapping the slower cars?"

We shrugged, cunningly.

Have you heard about the local driver who raced a really hot "production" Sprite last year. Finally sold it. The new owner didn't want the body. Wanted the engine for the 1961 Indy race.

Then there is the top driver, who shall be nameless, George W. Nameless to be exact, who frequently uses the expression, "He's real nice people."

Now far be it from us to be a perfectionist when it comes to English grammar, our grammar was Irish . . . oh, knock it off, Shedenhelm . . . signed, An Ex Fan) but gee whiz, we know that "people" is plural when used in this sense.

After all, it never hurts to be correct. What he should say is, "He are real nice people."

Although we didn't bust a gut over the Formula Jr. car at Santa Babs named the "Strangle-weinie," this was mainly due to our preference for knockwurst.

We did like Bill Stoops' (Bill Rudd's associate in many nefar-

ious schemes) name for the old Cooper Climax, which spent the weekend parked in the pits. He referred to it as "The Chicken Cooper." Reason? It refused to get out there and fight.

Back in the days when Bill Falkenberg was a lead foot, rather than what he is now, he ran up against the problem of advertising on racing sporty cars one time, if not a thousand, to hear him tell it. Anyway, this one particular time he was on the starting grid when the race officials noticed that he had a big Flying A painted on the side of his car. As it happened, he owned a Flying A station at the time. No name and address on the car, mind you, just the Flying A insignia.

You'll have to take that off, Falkenberg," he was told. "That's blatant advertising, and we can't have that in an amateur race."

"Okay, Big Shot," answered Falkenberg, in a voice which penetrated to the men's room at the Chi Chi. "I'll take off the Flying A if you make every driver in the race take off the Flying Red Horses they've got plastered all over their cars. If THAT isn't blatant commercialism, I don't know what is. I may even report you to Jim Kimberly."

Needless to say, particularly if you have ever tangled with Falkenberg, he drove the race with his Flying A intact. It is also quite obvious why he never was top man on the race officials' popularity poll.

California Sports Car Club



1st Santa Maria Road Races

July 2-3

19 Races

Sports Cars — Grand Prix Motorcycles

Santa Maria Airport, 3 mi. So. of Santa Maria just W. of Hi. 101
\$2.00 Sat. — \$2.50 Sun. — Servicemen \$1.00

Sunday, June 19

Sports Car Hillclimb - Mission Bell Hill, 4 mi. E. of Oceanside on Route 76.

Out of the HORSES MOUTH

By TED DAVIS of The Grand Prix Restaurant

Terry Hall, the former ice-skating star and 300SL and Talbot GP pilot, is now making headway as a stage actor in "A Street Car Named Desire" at Pasadena Playhouse. . . Now that she's 21, Suzanne (Good Morning, Judge) Sydney, the sports car racing mascot, is playing the part of a 15-year-old on TV (Bachelor Father). . . They say Maserati is coming out with a 2.2-liter rear-engined coupe, with the definite intent of knocking the Lotus Elite for a loop. . . A cheer for Walt James and Calif. Racing Assn., whose product, Jim Hurtubise, was rookie of the year at Indy and winner of \$8380. . . Blanche Baker, pert red-head and former chairman of the Women's SCC lunch crew, has the only switchboard in Hollywood with dash plaques from the Screen Writers Guild of America. . . Tops in sportsmanship: the GP motorcycle riders and AFM who were on with the sports car races at Vaca Valley and Santa Barbara. . . More popular all the time is the three-branch Alfa Car Rentals, which handle sports cars for the discriminating aficionados. And Bob Nichols of that firm has announced that they've just added 190SLs to their sports car line. . . This is to advise the Sabra people that there is no truth to the rumble that Nasser is to manufacture a sports car.

Calendar

JUNE
18-19--Chicago SCCA Nat'l. races, Elkhart Lake, Wis.
18-19--NW SCCA races, Shelton, Wash.
19--Oklahoma SCCA races.
19--Tour of Calabria (sports, gran turismo and touring cars).
24-25--Detroit SCCA races, Oakland County Sportsman Club.
25-26--Glen SCCA classic races.
25-26--Central Florida SCCA races, Daytona, Fla.
25-26--FIA Le Mans-24 hours (sports, gran turismo), Le Mans, France.
25-26--USAC-FIA Int'l. sports car races, Continental Divide Raceways, Denver, Colo.
25-26--Los Angeles SCCA races, Pomona, Calif.

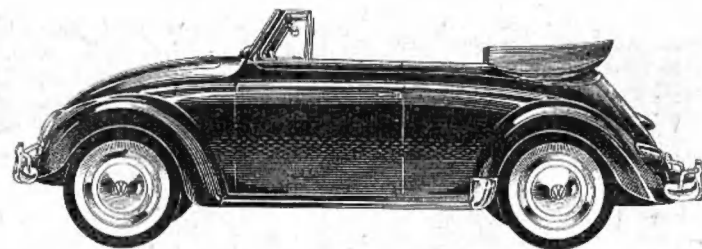
JULY
1-4--New England Nat'l. SCCA races, Lime Rock, Conn.
2-3--Alabama SCCA races, Courtland, Ala.
2-3--Milwaukee SCCA races, Meadowdale Int'l. raceways, Carpentersville, Ill.
2-4--San Jacinto SCCA races, Galveston, Tex.
2-4--Charleston SCCA races, Walterboro, S. C.
2-4--Kansas City SCCA races and Lake Garnett Grand prix, Garnett.
2-3--Calif. SCC races, Santa Maria, Calif.
3-4--Cascade SCC races, Tillamook, Ore.
3-4--USAC sports car races, Indianapolis, Ind.
4--USAC Pikes Peak hill climb, Pikes Peak, Colo.

MOTOR CLASSICS

Frank Alten and Pat Hanna are starting their sixth year of broadcasting **MOTOR CLASSICS** over radio station KBLA.

HICKS, WAX AND WIX

Exchanging cards and samples at the Grand Prix recently were Steve Hicks of Classic Car Wax, and Walt Nattman of Wix Oil Filter Co.



Volkswagen Convertible

(an air-tight case for owning an open-air car)

The top of the Volkswagen Convertible is like no other. It is air-tight and water-tight because it overlaps the windshield frame. It has a real glass rear window and is completely lined and padded — no struts or crossbars show.

The VW Convertible shares every mechanical virtue of the sedans. The air-cooled rear engine can't freeze or overheat. No anti-freeze needed. All wheels are individually suspended with torsion bars (uncanny control over the roughest roads). You get 32 mpg — regular driving, regular gas. You can go 70 mph all day and park where others can't fit. The best way to get the feel of a Volkswagen Convertible is to slip behind the wheel and drive one. Come in and do it . . . this week.

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SANTA BARBARA RACE CHART

CALIFORNIA SPORTS CAR CLUB MAY 29

13th RUNNING SANTA BARBARA ROAD RACES

Modified over 1500cc. Time 32:47, Laps 20, Avg. 80.5, Miles 44.

POS	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS
1		Drake	Maserati Birdcage	1D
2	10	Krause	Jag. Conv. Spc.	1E
3	24	Balchowsky	Old Yeller MK II	2E
4	52	Morgensen	Ferrari 250 T.R.	2D
5	63	Hulette	Hulette Chev. Spc.	3E
6	66	Bondurant	Ferrari Maserati	1C
7	1L17	Rootner	Ferrari Monza	3D
8	43	McAfee	Porsche RSK	1E
9	64	Sohus	Pontiac Spc.	4E
10	2L34	Chaffee	Chev.	2C
11	78	Masterson	Corvette	3C
12	3L20	Patrick	Porsche Spc.	2E
13	35	Challman	Lotus MG DOHC	3E
14	4L33	Hively	AH Spc.	4D

DNF: Connor, Roberts, McGee, Dunbar, Miles, Brckovich, Miller.
(Compiled by Long Beach MG Club Scoring Team)

Race Summary

13th Running of the Santa Barbara Road Races by the California Sports Car Club, at Goleta. Course 2.2 miles asphalt & concrete, 9 turns. Present lap record 1:37.0 set by Bob Drake, "Birdcage" Maserati, May 30, 1960.

Sunday, May 30, 1960

RACE 19: B & C PROD.—10 laps, 22 miles, time 17:58, avg. 73.5 mph. 1) Settember, Corvette; 2) Dickinson, Corvette; 3) MacDonald, Corvette. **CLASS B:** Same as above. **CLASS C:** 1) Culkin, M-B 300 SL; 2) Saraga, Jag XK 120 M; 3) Richardson, Jag XK 120 M.

RACE 18: WOMEN & FORMULA III.—10 laps, 22 miles, time 18:45, avg. 70.4 mph. **WOMEN:** 1) Shutes, Porsche RSK; 2) Baxter, Lotus; 3) Simms, Corvette. **FORMULA III:** 1) Wenz, Cooper; 2) Korst, Cooper; 3) Morrow, Cooper.

RACE 17: G.P. MOTORCYCLES.—15 laps, 33 miles, time 27:41, avg. 71.5 mph. **OPEN:** Cavanaugh, Norton; 500cc) Vesco, Norton Manx; 250cc) Giron, NSU; 175cc) McCoy, Parilla; 125cc) Morgan, Honda.

RACE 16: MODIF. H & FORM. JR.—15 laps, 33 miles, time 27:07, avg. 73.0 mph. 1) Flaherty, BMC Jr; 2) Handley, Stanguellini Jr; 3) Miles, Stanguellini Jr. **FORM. JR:** Same as above. **CLASS H:** 1) Jones, Lotus Fiat; 2) Miller, Crosley; 3) Molle, Fairchild. **F.II:** 1) Beavis, Alfa Romeo.

RACE 15: F & G MODIF.—15 laps, 33 miles, time 26:13, avg. 75.5 mph. 1) Chamberlain, Lotus XV; 2) Maslin, Lotus; 3) O'Connor, Lola 1100. **CLASS F:** 1) Chamberlain; 2) Michelmore, Porsche RS; 3) White, Lotus IX Offy. **CLASS G:** 1) Maslin; 2) O'Connor; 3) Snyder, Elva V.

RACE 14: MODIF. OVER 1500—see race chart elsewhere in this issue.

RACE 13: PROD. MAIN—15 laps, 33 miles, time 27:55, avg. 70.8 mph. 1) Bucknum, AC Bristol; 2) Mendenhall, Porsche Carr; 3) Hills, Porsche Carr. **CLASS D:** same as overall. **CLASS F:** 1) Barker, Porsche Spdst; 2) Pickering, Elva Cour; 3) Gates, Porsche Spdst. **CLASS E:** 1) Hinshaw, Porsche 1600S; 2) Kirby, Porsche 1600S; 3) Kastner, TR-3. **CLASS G:** 1) West, AR Spyder; 2) Augustus, Alfa Giul; 3) Sanders, Alfa. **CLASS H:** 1) Grossman, Sprite; 2) Boyle, Sprite; 3) Young, Sprite. **CLASS I:** 1) D. Parkinson, Fiat Ab, Zag; 2) Stephenson, Fiat Ab, Spyd.

RACE 12: CONSOLATION, PROD. D & E—10 laps, 22 miles, time 19:15, avg. 68.6 mph. 1) Hornney, AC Bristol; 2) Follmer, Porsche 1600 Sup; 3) D. Parkinson, AH 3000. **CLASS D:** 1) Hornney; 2) D. Parkinson; 3) Ryley, Porsche Carr. **CLASS E:** 1) Follmer; 2) Woodward, TR-3; 3) Boughton, TR-3.

RACE 11: CONSOLATION, PROD. F, G, H, & I—10 laps, 22 miles time 19:52, avg. 66.4 mph. 1) Patrick, MGA; 2) Richards, Alfa Vel; 3) Sauer, MGA. **CLASS F:** same as overall. **CLASS G:** 1) English, Alfa Giul. Spyd; 2) O'Neill, MG TF. **CLASS H:** 1) Jones, MG TC; 2) Church, Sprite; 3) McCosh, Sprite. **CLASS I:** 1) Kendall, Fiat Ab, Zag; 2) Hey, Fiat Ab, Zag.

Past Thrills Recalled

BY JOE SCALZO
Special to MOTORACING

SANTA BARBARA, Calif., May 29 —The 2.2-mile course near here, located on this city's airport, has seen lots of action since its birth back in 1953. On 13 separate weekends over the past seven years, men and machines have competed at the beach city course, making this the oldest continuing series of races in the West.

Lots of things have occurred on this 9-turn course—many historic duels have been fought; many new drivers have been "discovered"; and many spectators have been converted as racing aficionados after watching one of the twice-yearly Santa Barbara meetings.

The first Santa Barbara meeting, staged by the California Sports Car Club and the Santa Barbara Junior Chamber of Commerce, drew less than 130 entries, while this year's edition drew no less than 260 entrants, and the 1959 Memorial Day go was attended by 296 cars—perhaps a national record.

The races at Santa Barbara are noteworthy for several reasons. So many things have occurred at this course since its opening—the fantastic battle between Bill Stroppe in his flathead Kurtis and Phil Hill in the 2.9 Ferrari, during the main event in 1953. . . The late Ernie McAfee winning both the under 1500cc main event and the over 1500cc main on both Saturday and Sunday back in 1955, when Ernie was driving an OSCA and a Ferrari.

The debut of Pete Lovely's Pooper at the Memorial Day races of 1955. . .

The great battle in last year's Labor Day meet between Billy Krause, Don Hulette, and Ken Miles. . .

Chuck Daigh's beautiful driving in the Troutman-Barnes car when he won the modified race in August of 1957. . .

Watching the late Mackay Fraser wheel his Jaguar XK 120 M around the course in the races that preceded his departure for Europe. . .

Lance Reventlow winning the Memorial Day feature race in the Scarab in 1958, the car's first success, and the one that led to its domination of America's tracks. . .

Bob Bondurant, a then practically unknown driver, racing the car that was to bring him national fame, the Corvette, in the Labor Day races in 1958, the first time



HE'S O. K. — There was plenty of trouble — flips and spins — at turn 3 at CSCC Santa Barbara road races over Memorial Day weekend. Here, Ernie Knight is pinned under

his Sprite which went into the ditch. He escaped with minor bumps and bruises. (Photo by James W. La Tourrette)

he'd driven a Corvette. . .

Eric Hauser winning both the Saturday and Sunday main events of the 1957 Memorial Day races, driving the Balchowsky Special in the driving rain. . .

Watching this same race as Harold Erb, in his diminutive MG Special, moved up to a fine finishing position in the rain, beating among others, Phil Hill in a 4.9 Ferrari. . .

Bruce Kessler, then 18 years old, driving in his first sports car race here in 1953. . .

Watching, in disbelief, the speed of the Bill Murphy Buick-Kurtis as it sped up the 2300-foot back straight while being driven to a win during the 1956 Labor Day go.

Tony Settember put - putting ground the course in the '59 Labor Day small modified go with his Willimet stuck in fourth gear. . .

Dick Morgensen driving his first race in his new Testa Rossa Ferrari during the August '58 events, and getting lapped two and a half times by the race winner, Max Balchowsky. Then in the next three races at this course he finished first once, second once, and third once.

The great duel between the big Specials of Ak Miller, Bob Sohus and Jack Graham on Saturday in '59 which Sohus, in the "Reynolds Wrap," won. . .

Ron (Yo-Yo) Ellico's wild driving in the Ford Thunderbird during the '55 race, with the door of it continually opening. . .

Watching Mary Davis, her blonde hair flying in the car's wake, as she sped up the back straight on countless past races.

These accounts of past races at the popular course do not begin to describe the color or the excitement of previous races here.

And the spectators who have attended races here in the past-races that seldom drew less than 18,000 observers-can tell you of the excitement here twice a year when the sports cars arrive.



Photo by George Robitschek

BILL KRAUSE LEADS THE PACK INTO TURN 1



Photo by George Robitschek

RONNIE BUCKNUM (AC BRISTOL) SPUN — STILL WON



Photo by Bill Norcross

CORVETTES: 58 SETTEMBER (WINNER), 222 MAYELL, 166 DICKSON

Please Note

2 Items of Prime Importance

(1) Our AC Bristol, Driven by Ronnie Bucknum, continued Team Pellandini's winning ways by scoring smashing wins at Santa Barbara and Laguna Seca.

(2) On June 15th we are moving to our new headquarters at 2042 So. Sepulveda Blvd., Los Angeles 25 (2 blocks south of our present location) Also opening here is our new and expanded Service Dept. under the direction of Stu Haggart.

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Rally Sparks

BY DUANE SPARKS

Several juicy morsels of interest to rally bugs came from the monthly SCCSCC meeting June 2. It appears that the Advisory Board overruled the Rally Committee in the matter of this year's Rally DE WHEEL BOUNCE. It will remain as a championship event in good (?) standing. Contestants rated it at about 68% compared with 78% for the MARK II and a whopping 89% for D'ORO. The Rally Committee is having its troubles, too, with Long Beach MG's GREAT WESTERN, with no specific recommendations after one long session devoted to consideration of contestants' protests. For that reason we will defer publication of SCCSCC championship standings until the Committee can conclude its deliberations.

After lengthy discussion, an application submitted by ISCARA for a championship rally date Nov. 4-6 was approved. This will be known as the REUNION ENSENADA and will be a week-end trek to Mexico, bringing to 11 the SCCSCC - sanctioned rallies for 1960. Others remaining after last Sunday's ORBIT I, about which see more below, are SIERRA, 24 HOUR RALLY OF THE STARS, ALPINE ROLLER COASTER and AHOC's SUNDOWN.

The past several days saw important developments on the local rally scene. On Friday night, June 3, C.A.R. offered the first of its monthly FIRST FRIDAY NIGHTERS, a series of short, simple naviga-

tional events dedicated to the idea that the way to make good rallyists out of enthusiastic beginners is to encourage them to compete with each other. True times were supplied at each check point and contestants' errors were computed by each check point crew. C.A.R. members at the finish helped explain everything but the fog, and Scotty Branson promised that for next month's FIRST FRIDAY NIGHTER II on July 1 the weather will be clear and warm. C.A.R. is a new club this year, but is composed of 40 of the most active enthusiasts and this series is a welcome addition to the calendar.

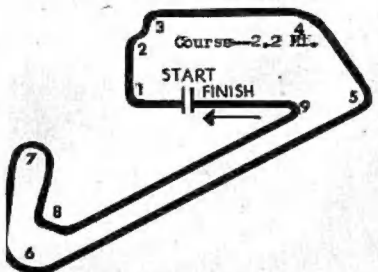
On successive Sundays another comparatively new club, STLEASCC, a live-wire gang from Space Technology Labs, launched a pair of events which will leave their marks in competitors' memories from now on. These were the BOOSTER I on May 29, a joint venture with Santa Monica FCCA, which was a 5-hour preview of what was to come, and a tough rally in its own right—followed by last Sunday's SCCSCC championship rally for June, the ORBIT I. It's rumored there are still several dazed folks wandering around Antelope Valley in search of this rally route. GORDON TOLBERT and DAVE SKEEN masterminded the BOOSTER while DICK COULTER and RON GOING were the guiding spirits behind the ORBIT. In my opinion, the ORBIT I will take its rightful place along with the BOONDOCKS as one of the truly great productions of the season. It was abundantly evident that a tremendous amount of tender loving care, boundless enthusiasm and diabolical cunning went into the preparation of this rally. DICK and RON are just the characters who happen to be blessed with unlimited quantities of all these ingredients, so that a successful event was assured. A special word of praise, too, to workers on the last few check points who kept their controls open long into the night so the weary stragglers could finish.

Drake at Santa Barbara

(Continued from Page 1)

feet for the race, and destroyed the right side of the car. Fortunately, Kyte's is one of the rare left-hand drive Lotuses, and he was not hurt.

The B and C production race was held last both days, due to the abandon with which Corvettes spray oil around a circuit. Tony Settember, who had been pranged in turn 1, lap 1, yesterday and fought his way from 18th to 4th during the 10-lapper, followed Vince Mayell into turn 1 today. Settember got by Mayell during the 2nd lap, leaving Mayell to



do a furious triple spinout on the slippery turn 9 in an attempt to catch him. Bob Dickson kept his Corvette on Settember's tailpipes and on the course, taking 2nd spot, 1 second behind.

The production main event, with all classes except B and C, was led off the grid by Ronnie Bucknum in the Rene Pellandini AC Bristol, followed by Bob Windhorst, Austin Healey 100S. When Bucknum spun off turn 5 on the first lap, and had to wait for the entire pack to go by, Windhorst bombed ahead into what seemed a sure win.

With Bucknum picking up better than 2 seconds a lap and heading through the slower cars, Windhorst was forced to swing wide onto the rough road edge coming out of turn 3. The battering finally snapped a handfull of spokes in his wheels, forcing him to slow and finally causing a spin in turn 9, two laps from the finish. Jay Hills, Porsche Carrera, running in 3rd spot behind Ernest Mendenhall's Carrera, spun on the same turn and lap as Windhorst, but held his position to finish ahead of Windhorst.

Bucknum won by 17 seconds, averaging 70.9. Then came Mendenhall, Hills and Windhorst.

The Saturday races combined Formula Junior, Formula II and III to produce the largest starting field of full Grand Prix cars ever assembled in the United States... 26 single seaters, 12 of them the increasingly popular Formula Juniors. The under-rated Formula III cars, starting behind the Juniors, were soon swarming all over them, with Bruce Eglington's Keift Norton taking 2nd spot, 3 seconds behind Jack Flaherty in the very fast Morris Minor-powered BMC Jr. Bob Bondurant, better known for his Corvette driving, took 3rd in an Elva BMC Junior, Harry Morrow 4th in a FIII Cooper Norton.

The Formula cars were split up for Sunday's races, the Jrs. running with the H class modified cars and the F IIIs with the women, making a much less interesting all-around event. Flaherty again swept to the front in the Jr. race, followed across the line by T. H. Handley and Ken Miles in Stanguellinis, the latter in J. P. Kunstle's car. Harry Jones, Lotus Fiat, was 4th overall and 1st in the H cars.

McLaren in Driving Lead

Bruce McLaren, Cooper driver from New Zealand, leads for the world's driving championship after three of the 10 title events. He has 14 points, although he broke down early in the Dutch GP.

Stirling Moss is next with 11, followed by Jack Brabham, 8; Cliff Allison, 6, and Phil Hill, 4.

Monaco G. P.

(Continued from Page 3)

ped way back due to transmission acting up.

Also, Richie Ginther (the little Granada Hills, Calif. new Modena pilot) found the front end washing out altogether too much on his rear-engined (with V6 in the back) Ferrari, and joined Gurney (BRM) and Stacey (Lotus) in bringing up the rear.

Eventually, Moss felt that it was time to make his move and passed first Brabham and then Bonnier, breaking the lap record a couple of times in the process but having that honor taken away from him by McLaren (at 116.244 kph), who was booming up from his bad start. Bristow floundered his gearbox and retired, Trintignant ditto, Stacey hit a hotel, motor-cycling champion Surtees found himself with gears but no selection, Salvadori boiled, and just to set the seal on everything, it began to rain.

The effect of water on this tight circuit with a liberal overlay of oil and rubber can be imagined; it triggered off the greatest display of waltzing since the Harvest Moon Ball. Everyone went everywhere at practically no speed at all conditions on the sharper corners being literally like a skating rink.

THEY ALL SPIN

Brabham took advantage of the slightly superior roadholding of his Cooper and sneaked by both Bonnier and Moss but grew ears immediately afterward as he spun at St. Devote and twisted the suspension. Phil spun, Brooks spun, everybody spun except Moss who when it looked as if he were in Fatsville, had a plug lead fall off. He pitted and was forced to do the whole business of passing Bonnier all over again. However, all was not well in the BRM ranks; a welded portion at the bottom of the rear hub carrier was tearing out and first Gurney stopped with the left back wheel at a crazy angle and then Bonnier was forced to retire also.

The ranks of the retired swelled and swelled; most peculiar as it was so slippery that nobody could get a grip. Perhaps all the bitter struggling for a place in the starter's ranks had done all this damage.

Trips found himself with no clutch, Ginther lost a big piece of his ring and pinion after what was acclaimed as a fine drive, Ireland's fuel tap wouldn't switch

(Continued on Page 7)

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RALLY RESULTS, CALENDAR

CALIF. ASSOC. RALLYISTS FIRST FRIDAY NIGHTER JUNE 3 TED SPARKS R.M. 17 CARS									
POS.	CLASS	DRIVER	NAVIGATOR	CLUB	CAR	ERROR			
1.	Expert	Les Weisbrich	Doug Sawin	C.A.R.	Porsche	4.06			
1.	Novice	Janice Craik	Bob Craik	La Mirada	Sprite	22.51			
1.	S.O.P.	Jerry Aarons	Dick Anderson	Southwest	De Soto	5.85			

STLEASCC BOOSTER I MAY 29 GORDON TOLBERT & DAVE SKEEN R.M.s 49 CARS SMFCCA									
POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR				
1.	Bill Chester	Elizabeth Chester	Rallymasters	Alfa	1.22				
2.	Bernice Branson	Scott Branson	Santa Monica	A-H	1.80				
3.	Donna Huseboe	Dale Huseboe	None	VW Ghia	2.20				
4.	Fred Curtis	Jesse Curtis	Santa Monica	Porsche	2.52				
5.	Mary Lue Sisemore	Eck Ecker	Santa Monica	MG A	2.54				
6.	Reno Lawrence	J. D. Pope	ISCARA	A-H	2.92				
7.	Rod Stoik	Chris Stoik	Glendale FCCA	Elva	4.57				

STLEASCC ORBIT I JUNE 5 SCCSCC CHAMP. DICK COULTER & RON GOING R.M.s 82 CARS									
POS.	DRIVER	NAVIGATOR	CLUB	CAR	STATE	ERROR			
1.	Ted Sparks	Jack Sparks	C.A.R.	Sprite	25	10.10			
2.	Jerry O'Brien	Don Simpson	R M	Porsche		10.41			
3.	Bob Cook	John Ryan	Tri-Angles	Jaguar		12.78			
4.	Jerry Aarons	Dick Anderson	Southwest	Porsche		14.95			
5.	Bill Chester	Elizabeth Chester	R M	Alfa	21	16.79			
6.	Lloyd Dunham	Pat Dunham	C.A.R.	MG A		19.70			
7.	Bob Piercy	Al Nesbitt	C.A.R.	Alfa		23.94			
8.	Don Royer	Howard Frank	Lockheed SCC	300'SL	18	24.82			
9.	C. K. Enoch	Betz Enoch	Northrop SCC	TR 2		25.54			
10.	Ron Jones	George Taylor	San Diego RC	Alfa	16	26.58			
11.	Fred Hadden	Jim Kingham	C.A.R.	190 SL		30.39			
12.	Bill Doyle	Marge Moyer	C.A.R.	A-H		31.65			
13.	Don Black	Gordon Madison	Northrop SCC	Peugeot		32.71			
14.	Wanda Taylor	Chas. Kenyon	C.A.R.	Porsche		36.47			
15.	Doug Linder	Jack Carlson	Northrop SCC	Porsche		37.34			
16.	Mel DeLoof	Juanita DeLoof	Southwest SCC	Morgan		39.47			
17.	Gwen Thigpen	Ruth Piercy	C.A.R.	A-H		40.69			
18.	Chuck Alexander	Bill Johnson	Pacific SCC	MG A		41.01			
19.	Bob Rose	Clyde Thigpen	C.A.R.	A-H		45.89			
20.	Ron Hubbard	Sandra Boots	SMFCCA	TR 3		46.80			
21.	Sandra Reynolds	Bob Reynolds	Northrop SCC	Renault		48.44			
22.	Lee Kelsco	Terry Kelsco	Pacific SCC	Corvette		49.68			
23.	Hal Schell	Barbara Schell	Twin Valley	TR 3		54.79			
24.	Phyllis Banks	Homer Banks	Clock & Dial	VW Ghia	2	56.27			
25.	Bryan Moore	Judy Broberg	None	VW Ghia		57.06			

TEAMS									
1.	Sparks-Sparks, Ecker-Nesbitt, Sparks-Sparks	C.A.R.	1:43.86						
2.	Cook-Ryan, Schell-Schell, Thomas-Thomas	Tri-Angles	2:17.38						
3.	Worthy-Worthy, Sisemore-Ecker, Goodwin-Peterson	C.A.R.	5:05.62						

RALLIES

JUNE

- 19 - - SAN GABRIEL VALLEY FCCA LES FOLLIES DES FEMMES II, an SCCSCC Open nav. rally for women only, 5 hrs. 9 A.M. Rosemead & Las Tunas Temple City \$5 AT 4-2495
- 24-26- AHOC RALLY CARAVAN to Sequoia Nat'l. Pk. nav. & tour 6 P.M. 6/24 at Black Bull 10430 Sepulveda, San Fernando \$5.50. Jim Marshall EX 1-3312
- 25-26- NASCAD MIDNIGHT 'TIL DAWN IV an SCCSCC Open nav. rally. 6 1/2 hrs. 11:30 P.M. Huddle Eastland Shopping Center, West Covina \$5. Ruth Hamilton OW 7-7675
- 25-26- CLOCK & DIAL, LTD. BIG BEN 1960 an NCSCC Championship nav. event. 8 P. M. 12 hrs. Sears HWY. 40 north of Sacramento. Address club 2000 Verano St. No. Sacramento, Calif.

JULY

- 1 - - CALIF. ASSOC. OF RALLYISTS FIRST FRIDAY NIGHTER II, 2 1/2 hrs. simple nav. 8 P.M. Bond's Sepulveda & Victory. Scott Branson R.M. EX 7-0919 \$2
- 2-3 - SANTA BARBARA FCCA SEMANA NAUTICA an SCCSCC Open nav. rally 12 hrs. 8 P.M.
- 9-10- KOKANEE SCC PETITE ALPINE an IONSOC Championship nav. rally, Trail, B. C.
- 9-10- MODESTO 99ERS PASO DE LAS SIERRAS IV nav. 8 hrs. Sat. 6 Sun. 8 A.M. \$24 includes fee, meals, & lodging
- 16 - - NORTHROP SCC SIERRA VII an SCCSCC Championship nav. rally 9 hrs. 8 A.M.

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WISCONSIN DELLS, Wis., June 5—Jo Anne and Bill Carlisle of Wilmette, Ill., driving a Volkswagen, won the On Wisconsin national sports car rally today. The winners outdrove 69 other autos in the 635-mile, two day event.

Barbara and James Bickham of Upper Sandusky, Ohio, were second in their Mercedes-190, E. K. and Ruth Kelly finished third in their Mercedes 300-SL.

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JUNE 25—INAUGURATION OF 1/2-MILE OVAL WITH CHAMPIONSHIP SPRINT CAR RACES (Night).
JULY 9—NASCAR LATE MODEL STOCK CAR RACES.
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Monaco G. P.

(Continued from Page 6)

tanks and he had to push the Lotus 9/10 out of the way around. Moss gradually pulled out his lead, conscious of past last-minute horrors but with a comfortable lead over Phil Hill, McLaren, and Graham Hill, who were scrapping bitterly for second place.

Suddenly they flew in all directions at once leaving the Gasworks hairpin and the unlucky Graham Hill did his best to knock down the Radio Monte Carlo box.

This left four, all bubble footing around, with the exception of McLaren and Phil who were really trying; the Cooper turned out to be the better car and Ferrari had to be content with third-place loot.

As the race drew to a close, however, certain types figured that they might as well have some of that prize money too, and the biggest collection of walking wounded since Napoleon's retreat from Moscow wobbled out onto the circuit. Bonnier's and Gurney's BRM's plus a shamefaced Brabham in his crooked Cooper joined Ireland, who was just new finishing his marathon push, probably wishing that his car had had some of the attention lavished on Moss' by Chapman.

1. Stirling Moss, Lotus-Climax, 2 hr. 53'45.5", 108.599KM.; 2. Bruce McLaren, Cooper-Climax, 2 hr. 54'37.6"; 3. Phil Hill, Ferrari, 2 hr. 54'47.4"; 4. Tony Brooks, Cooper-Climax, 1 Lap behind; 5. Joakim Bonnier, BRM, 17 laps; 6. Richie Ginther, Ferrari, 30 laps behind; 7. Graham Hill, BRM, 34 laps behind; 8. Wolfgang von Trips, Ferrari, 39 laps behind; 9. Innes Ireland, Lotus Climax, 44 laps behind.

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In the News

(Continued from Page 1)

in an Italian Stanguellini.

Bob Grossman, won two races in his Ferrari coupe. He captured the race for Gran Turismo coupes, then took the next race—for Class B production cars.

Bruce Jennings of Towson, Md., in a Porsche Carrera, beat Bill Romig of Roseville, Mich., in another Carrera, by less than 6 feet to take the Class C trophy.

Elliott Pew of Rosemont, Pa., took the Class D production race. Millard Ripley of Ithaca, N. Y., won the race for modified cars under 1,100 cubic centimeters in a Lola.

VELASQUEZ WINS

MEXICO CITY, May 29—Javier Velazquez, Porsche Carrera, won easily in the Avandaro Gran Turismo (production sport) race, but there was quite a fight among the Volvos.

GRAN TURISMO—1. Velazquez, Porsche Carrera, (114.85 KPH); 2. Solana, Corvette, 3. Braniiff, Alfa Conrero, 4. Simon, AC Bristol.

TURISMO—Wars, Volvo (106.73 KPH); 2. Ramirez, Volvo, 3. Romero, Volvo, 4. Bush, Alfa T.I.

MECANICA NACIONAL — 1. Puente, Alfa Spl. (100.11 KPH); 2. Gonzalez, Ford Spl., 3. Orozco, Fiat Spl.

WEISS KILLED

(Continued from Page 1)

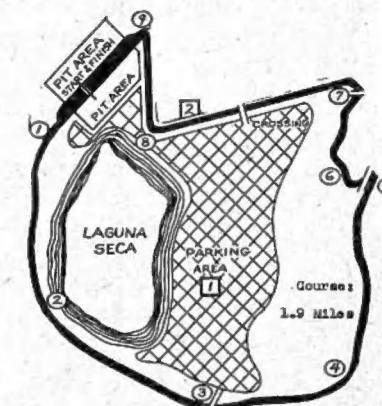
course at the time Weiss went off was that he was driving far over his head. He struck two cars before he hurtled off the course at more than 100mph, overturning several times.

Weiss died almost instantly of a fractured skull and other injuries. The car was demolished.

He first pranged a Lotus driven by Frank Monise, then hit the rear of an Elva driven by Robert Gillespie, who escaped with minor injuries. The Elva was badly damaged.

This was the third start for Weiss in the Cooper-Monaco which he purchased from world champion Jack Brabham after the Australian placed sixth overall in the car last April at Riverside.

Weiss won with the car at Cotati April 24 in its first start, and placed second to Drake at Vaca



Valley May 1. He was tremendously impressed with the car after Brabham raced it at Riverside, and bought it for cash immediately after.

Weiss is survived by his wife, "Bobbie," and two small daughters.

The popular, colorful driver was no newcomer. He had been racing for nine years, and had been behind the wheel of an MG, Allard, OSCA, Jaguar, Porsche RSK and Lotus before he purchased the Cooper-Monaco.

Some 10,000 fans today saw Drake lead until three minutes before the windup. When he lost the oil seal, the differential blew, and Miles, erstwhile persona non grata with SCCA, snapped into the lead. Miles averaged 77mph, and was followed by Drake; Emil Pardee, Porsche RS; Gordie Glycer, Ferrari 250-TR, and Don Wester, Porsche RS.

One of the highlights of the race was the duel between Glycer and Ak Miller, who finally was a DNF when the rear end of his big Devin-Olds froze.

Other winners today in a program clouded by Weiss' death were Harry Jones, Lotus; Ted Conrad, Porsche Carrera; Ronnie Bucknum, AC Bristol, and Arthur O'Connor, Lola.

The races were staged by SF SCCA and SCRAMP.

—GUS V. VIGNOLLE.

NEW ADDITION

Noted sports car writer Jere Zano may soon join the staff of MOTORACING. He is presently in Oran, Algeria, whence he leaves for Paris and the U.S.

There is now a controversy as to whether snakes are totally or partially deaf.



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